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COUNTRY East Germany

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SUBJECT Information on Railroad Construction Projects

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1. On 13 November 1952, the Birkenwerder-Karow railroad line of the Nordring Berlin was taken over by a commission. In the night of 14 November, the lead-in switch at the Birkenwerder railroad station was being installed.¹

2. In a railroad teletype issued by the 6th railroad subdistrict office, Berlin, the maximum speed on the Karow-Birkenwerder railroad line was fixed at 30 km/h.¹

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3. On 8 November, [redacted] this firm employed about 2,800 workers. About 150 employees were assigned to the firm's headquarters at Cottbus. About 400 men work on the double-tracking of the Falkenberg-Guben railroad line, where workers from private firms also were assigned.² About 200 men were working on the elimination of narrow curves on the Uckro-Beeskow line.³ About 600 men were assigned to the construction of shunting facilities between Fuerstenberg on the Oder River and Ziltendorf and track construction work between Fuerstenberg and Guben.⁴

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4. On 14 November 1952, the Karow-Birkenwerder railroad line was officially opened. The speed limit for the line was fixed at 30 km/h.¹

5. During the first half of November, the planking of the railroad viaduct over the Neisse River at Goerlitz continued.⁵

6. In late October, [redacted] it was intended to convert the Neustadt-Pritzwalk-Meyenburg-Guestrow-Rostock railroad line into a main line in 1953.⁶

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7. On 10 November, [redacted] headquarters that switches needed for repair work on railroad lines were to be imported from Western countries. As these switches cannot be delivered before the first quarter of 1953, it is doubtful if the 1952 plan can be met.⁷

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[REDACTED]
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8. Source obtained the following information on the construction of the Nordwestring Berlin [REDACTED]

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a. The total cost for the project was estimated at 120 million eastmarks. For 1953, a sum of 67.3 million eastmarks was budgeted. Of this sum, a total of 6 million eastmarks was to be made available for work in 1952.

- b. In order to avoid expenditure exceeding the sum budgeted for 1953, the director General, Railroads, decided that the following line sections and installations were to be built

Birkenwerder-Hennigsdorf, double-track;
Hennigsdorf-Wustermark, Single-track, but with a roadbed adequate for two tracks;
Hennigsdorf, two south curves;
Brieselang, southeast and northeast curve;
a temporary arrival line at Wustermark;
one crossing loop each in Falkenhagen and Schoenwalde.

- c. The following three construction firms will be contracted for the execution of the project:

Bauunion Brandenburg, for construction work between railroad kilometer marker 13 and 19.585; Reichsbahn Bauunion, for construction work between kilometer marker 19.585 and 32.27; and the Bauunion Berlin for construction work between kilometer marker 31.27 and 36.2. The Reichsbahn Bauunion will be responsible for all bridge construction work.

- d. On 4 and 5 November, the line will be turned over to the three Bauunion firms mentioned by the Berlin surveying office.⁸

9. [REDACTED] the following information on the status of railroad construction projects [REDACTED]

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- a. Ties and rails for a 45-km stretch of the second track of the Fuerstenwalde-Cottbus line are still missing.²

- b. Earthworks required for the reinforcement of the Uckro-Beeskow line are 97 percent completed. Work on two crossing loops has been started. Three crossing loops, which were scheduled for construction, will not be built.³

- c. Ties and rails for a 5.5-km stretch of the second track of the Chemnitz/Hilbersdorf-Niederwiesa line are still missing.⁹

- d. The double-tracking of the Chemnitz/Kappel-Siegmars/Schoenau line has been cancelled because of a shortage of ties and rails.⁹

- e. The double-tracking of the Dresden-Bad Schandau-Schoena line is 43 percent completed. The completion date for this project can only be met if ties and rails are delivered in time.¹⁰

- f. Work on the Templin-Prenzlau line was behind schedule. There is a shortage of welding materials. For budgetary reasons, earthworks must be done in 1953.¹¹

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g. Landing facilities for the railroad ferry at Warnemuende have been completed. The maintenance of the ferry boat has been difficult. 12

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- 25X1 10. [REDACTED] the Berlin regional railroad headquarters that current was switched on on the newly constructed rail link between Pankow/Schoenhausen and Schoenhauser Allee on 3 November 1952. 13

- 25X1A 1. [REDACTED] Comment. Five and a half months were required to build this new line, which has been designed to eliminate the West sectors of Berlin. According to available information, only one track was laid, while the roadbed was provided for two tracks. The information received does not indicate whether the completed track has been provided with a third rail as required for the Berlin interurban railroad system. However, it is believed that this is not the case. The new line is not equipped with the required safety and signal installations, which will be completed later. [REDACTED]. For the time being, operations on the new line will therefore be limited.

- 25X1A 2. [REDACTED] Comment. The Falkenberg-Finsterwalde section of this important line has been completed. [REDACTED]

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- 25X1A 3. [REDACTED] Comment. This work is connected with the conversion of the line into a main railroad line as provided for in the 1952 railroad construction program. [REDACTED]

- 25X1A 4. [REDACTED] Comment. The enlargement of the Fuerstenberg and Ziltendorf railroad stations was reported previously. [REDACTED]

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- 25X1A 5. [REDACTED] Comment. Information on the reconstruction of this railroad viaduct was transmitted previously. For last report, [REDACTED]

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- 25X1A 6. [REDACTED] Comment. This information is received for the first time and requires confirmation. The single-track line is of importance as a feeder line to the ports of Rostock and Warnemuende.

- 25X1A 7. [REDACTED] Comment. There is an acute shortage of switches in East Germany, as only a small percentage of the switches required are manufactured in East Germany. A total of about 75,000 switches are in use in the East German railroad system, and of this total, about 50 percent are over-age and should be replaced.

- 25X1A 8. [REDACTED] Comment. Originally, work on the construction of the Nordwestring Berlin, i.e. the line between Birkenwerder and Wusternmark, was to be started in 1953. According to a resolution taken at the East German Council of Ministers, this date was advanced to 1952. Work on the staking off of the line was started in early October. For course of the line, [REDACTED]

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- 25X1A 9. [REDACTED] Comment. The double-tracking of the two line sections was included in the 1952 construction program.

- 25X1A 10. [REDACTED] Comment. The double-tracking of this important transit line to Czechoslovakia was to be completed ahead of schedule by 21 December 1952. [REDACTED]

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- 25X1A 11. [] Comment. For last report on the reconstruction of this single-track line, which was dismantled, []. The line would serve the Templin troop training grounds. 25X1A
- 25X1A 12. [] Comment. Warnemuende has always been the terminal of the railroad ferry line to Gedser in Denmark. Since 5 October, the railroad ferry to Trelleborg in Sweden has also left from this place, after the Sassnitz terminal was closed. []
- 25X1A 13. [] Comment. The completion of the roadbed of this link of the Berlin interurban railroad system, which is designed to circumvent the French sector of the city was reported previously [] 25X1
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